

and other emergency assistance for the fiscal year ending September 30, 2007, and for other purposes.

### MEASURES REFERRED

The following bill was read the first and the second times by unanimous consent, and referred as indicated:

H.R. 2082. An act to authorize appropriations for fiscal year 2008 for intelligence and intelligence-related activities of the United States Government, the Community Management Account, and the Central Intelligence Agency Retirement and Disability System, and for other purposes; to the Committee on Intelligence.

### MEASURES PLACED ON THE CALENDAR

The following bill was read the first and second times by unanimous consent, and placed on the calendar:

H.R. 2206. An act making emergency supplemental appropriations and additional supplemental appropriations for agricultural and other emergency assistance for the fiscal year ending September 30, 2007, and for other purposes.

### PETITIONS AND MEMORIALS

The following petitions and memorials were laid before the Senate and were referred or ordered to lie on the table as indicated:

POM-83. A joint resolution adopted by the House of Representatives of the Legislature of the State of Maine urging Congress to increase funding for Community Development Block Grants; to the Committee on Banking, Housing, and Urban Affairs.

#### JOINT RESOLUTION

Whereas, the primary objective of the Community Development Block Grant program is the development of viable communities by providing decent housing and a suitable living environment and expanding economic opportunities, principally for persons of low income and moderate income; and

Whereas, the State of Maine and the Maine entitlement communities receive direct allocations from the Community Development Block Grant program annually for a wide variety of community and economic development activities that principally benefit low-income and moderate-income persons, including the elderly, children and those who are at risk; and

Whereas, in Maine and in communities throughout the nation, 33 years of Community Development Block Grant program funding has developed a strong network of relationships among local governments, residents, businesses and nonprofit organizations; and

Whereas, the Community Development Block Grant program has been cut every year since fiscal year 2001, and President Bush has released his fiscal year 2008 federal budget to Congress proposing only \$2,986,000,000 in formula funding for the Community Development Block Grant program, a reduction of \$736,000,000 from last year that would present a severe hardship to Maine communities; now, therefore, be it

*Resolved*, That we, your Memorialists, on behalf of the people we represent, take this opportunity to indicate that this valuable program has made a tremendous contribution to the viability of the housing stock, in-

frastructure, public services and economic vitality of the State and that we respectfully urge and request that the President of the United States and the Congress of the United States recognize the outstanding work being done locally and nationally by the Community Development Block Grant program by supporting increased funding for the program in fiscal year 2008; and be it further

*Resolved*, That suitable copies of this resolution, duly authenticated by the Secretary of State, be transmitted to the Honorable George W. Bush, President of the United States, to the President of the Senate of the United States, to the Speaker of the House of Representatives of the United States and to each Member of the Maine Congressional Delegation.

POM-84. A resolution adopted by the House of Representatives of the State of Michigan expressing opposition to Norfolk Southern Corporation's proposed sale of its rail lines from Ypsilanti to Kalamazoo and Grand Rapids to Kalamazoo and continuing to the Indiana border; to the Committee on Commerce, Science, and Transportation.

#### HOUSE RESOLUTION No. 56

Whereas, the Norfolk Southern Corporation is considering the sale of its Michigan lines from Grand Rapids to Kalamazoo and from Ypsilanti to Kalamazoo. The Ypsilanti to Kalamazoo line carries the state's busiest high-speed Amtrak train, the Wolverine, which travels from Detroit to Chicago. The Wolverine travels on the Norfolk Southern Railroad's rail corridor from Ypsilanti to Kalamazoo until it connects with Amtrak's own line. Ridership on this line increased six percent in 2006 to 142,185 passengers; and

Whereas, the Ypsilanti to Kalamazoo portion of the Norfolk Southern line is a vital link between Detroit and Chicago. Expanding the high-speed rail capacity on this line is vital to the future development of this area. New industry, including coal energy, bio-diesel, and ethanol fuel plants are proposed for Michigan and specifically along the I-94 corridor located near the Ypsilanti to Kalamazoo rail line. Continued operation of this line by Norfolk Southern is essential to expansion of new industry in this area. Over 150 railroad employees' jobs are associated with the rail traffic along this line; and

Whereas, Norfolk Southern is a Class One railroad operator, earning revenue in excess of \$250 million annually. As a Class One operator, Norfolk Southern has the capacity to maintain and promote the use of these lines. The proposed sale of the Ypsilanti to Kalamazoo and Grand Rapids to Kalamazoo lines will almost certainly place the lines under the management of a Class Three operator, a rail company earning revenue of \$20 million or less annually. A Class Three operator will be far less likely to have the means to maintain the lines, thus increasing the chance of accidents. Class Three operators also rely on federal grants for line and equipment maintenance, grants that are not always guaranteed; now, therefore, be it

*Resolved by the House of Representatives*, That we express opposition to Norfolk Southern's proposed sale of its rail lines from Ypsilanti to Kalamazoo and Grand Rapids to Kalamazoo and continuing to the Indiana border; and be it further

*Resolved*, That copies of this resolution be transmitted to the President of the United States Senate; the Speaker of the United States House of Representatives; members of the Michigan congressional delegation; the United States Department of Transportation, Surface Transportation Board; the Norfolk Southern Corporation; AMTRAK; and the Michigan Department of Transportation.

POM-85. A resolution adopted by the Senate of the State of Michigan urging Congress to restore funding for the Weatherization Assistance Program in fiscal year 2008 and to consider increasing future funding for this important federal program; to the Committee on Energy and Natural Resources.

#### SENATE RESOLUTION No. 36

Whereas, the Federal Weatherization Assistance Program (WAP), created in 1976 during the nation's oil crisis and administered by the United States Department of Energy (DOE), provides funding to states to operate programs that pay for weatherization improvements for low-income homes. Weatherization refers to a wide variety of measures and technologies, such as weather stripping, caulking, insulation, and energy-efficient appliances that reduce a building's energy consumption. The WAP is the country's longest running and perhaps most successful energy-efficiency program. During the last 30 years, the WAP has provided weatherization services to more than 5.5 million low-income families; and

Whereas, the WAP is a proven and effective program that helps not only low-income households, but the nation as a whole. The WAP empowers low-income families by enabling them to reduce energy costs and take responsibility for their energy bills. Weatherization reduces heating bills by an average of 31 percent. Low-income families receiving WAP retrofits commonly save about \$200 to \$300 each year in energy costs. In addition to the direct benefits that low-income families receive, a recent study by Oak Ridge National Laboratory (ORNL) documents a multitude of indirect benefits to local economies, the nation's energy security, and the environment. These benefits include job creation, increased property values, reduced national energy consumption, and a reduction in carbon dioxide emissions by an average of one ton per weatherized house. The ORNL study concludes that for each \$1 of investment in the WAP program, the nation receives \$3.71 worth of benefits. Surely, no other program receives such bang for its buck; and

Whereas, the effectiveness of the WAP program is threatened by recent DOE funding decisions. The DOE recently cut the Fiscal Year 2007 budget for the WAP by about 16 percent or about \$38 million less than it was a year ago. Local communities and state weatherization directors throughout the nation were dismayed by this decision; and

Whereas, under the Fiscal Year 2007 budget, Michigan is receiving almost \$2 million less than it did a year ago, and it could not have come at a worse time. The state is suffering through disturbingly high unemployment rates and a weakened economy and is in the midst of its most devastating and prolonged economic downturn since the Great Depression. Losing about \$1.9 million in WAP funds and the associated job stimulus that WAP generally provides is a hard pill for the state to swallow; and

Whereas, as the Fiscal Year 2008 federal budget is hammered out, the WAP program should be recognized and celebrated for its immense effectiveness rather than having its budget slashed. Clearly, it is fiscally wise to invest in the energy-saving WAP program; now, therefore, be it

*Resolved by the Senate*, That we urge the President of the United States, the United States Congress, and the United States Department of Energy to restore funding for